

# **Public transit for Central Indiana**

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Metropolitan  
Indianapolis Board of  
REALTORS®



# Once a leader in public transportation...







# Transit connects people and places, makes life accessible without a car

- Mobility & choice
- Job creation/job access
- Energy savings
- Reduced air pollution and carbon emissions

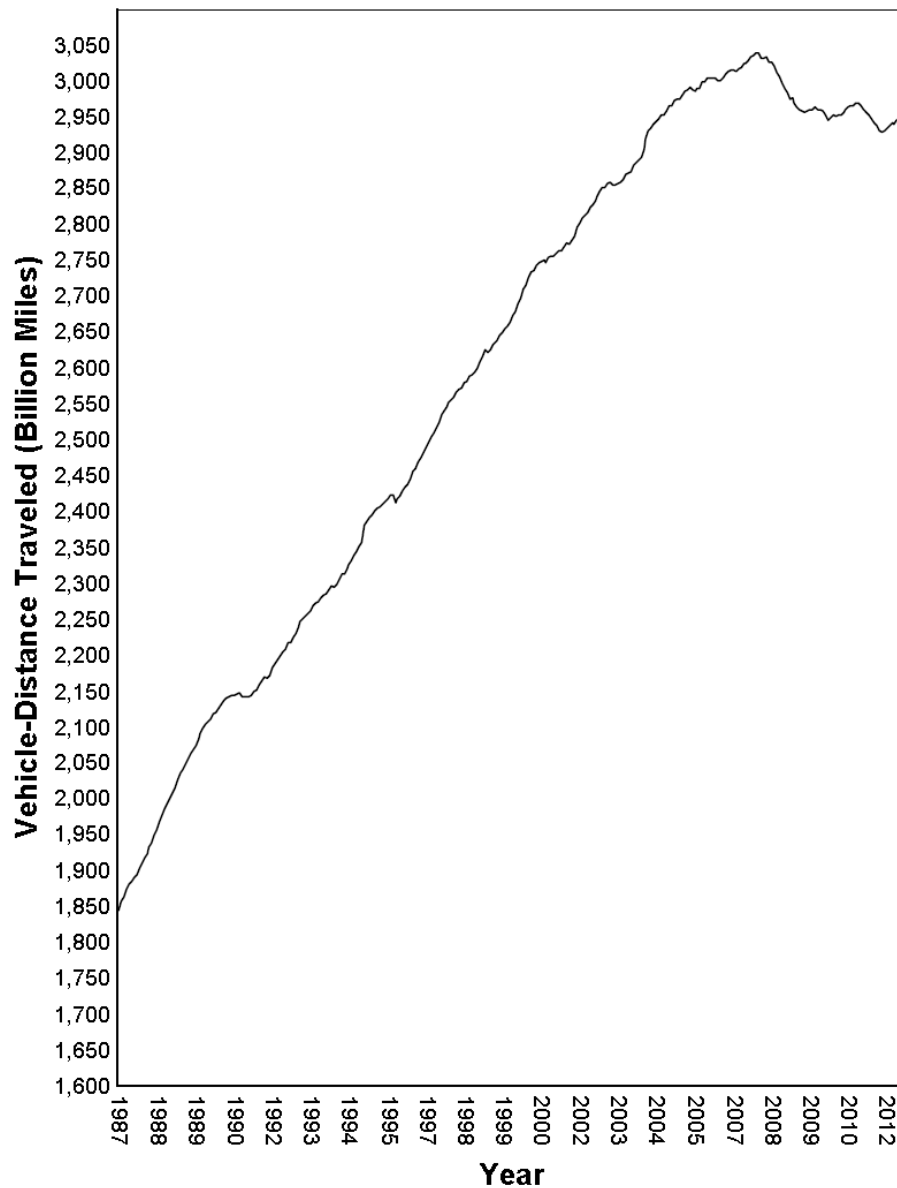


# Cleaner air

- 60% of ozone pollution in central Indiana from motor vehicles

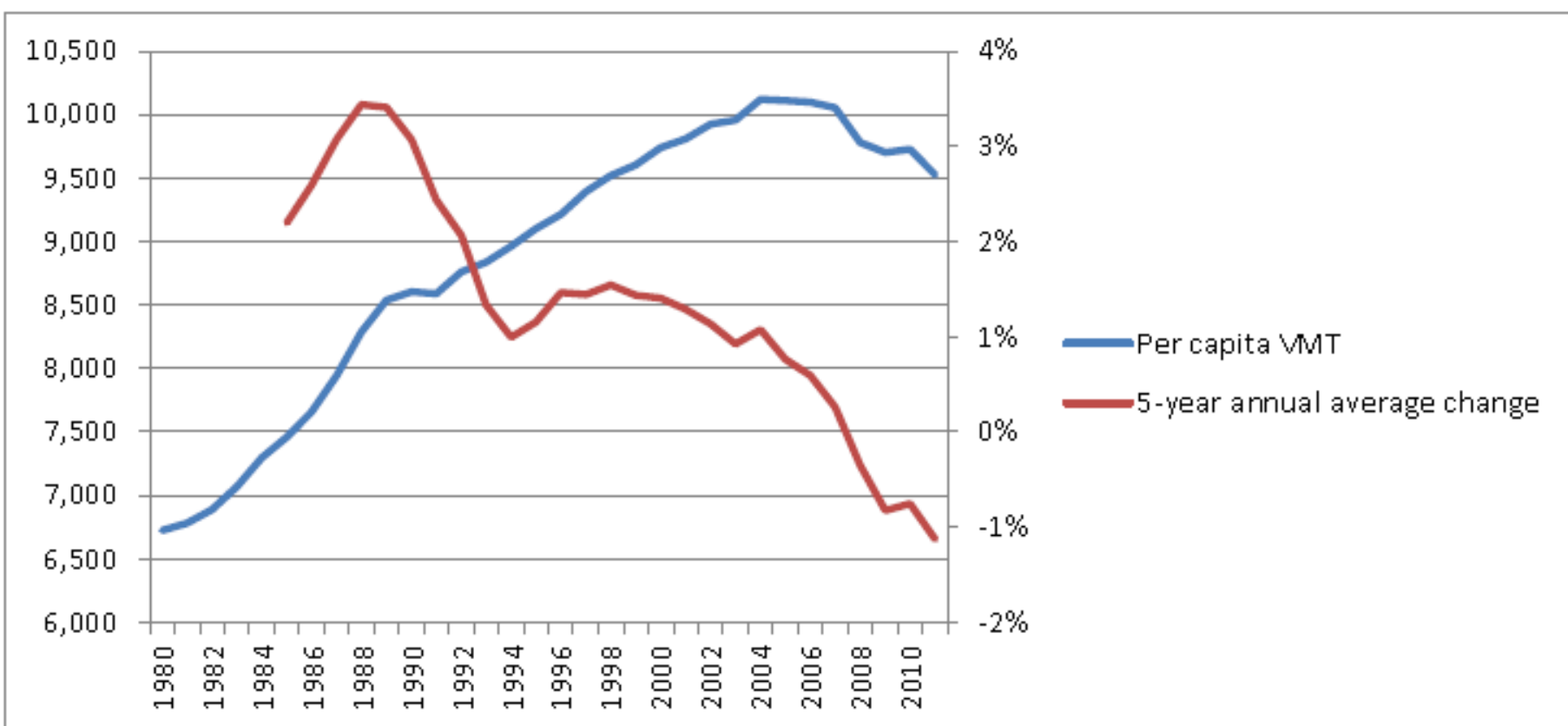






High gas prices & recession-driven decline in driving







# Changing demographics, high gas prices

- Aging baby boomers – 1/5 of Hoosiers 65+ in 2030
- Millennials losing interest in drivers' licenses and cars – 15% fewer 18 year-olds with licenses 1980-2010
- Population migration back to urban areas
- VMT reached peak, leveled off



# =more people riding transit

- IndyGo: up 11% through August 2012
- South Shore: up 5% over 2011
- Indiana 4% increase from 2010 to 2011
- U.S. 10.4 billion trips in 2011– 2<sup>nd</sup> highest level ever



# Challenges facing Indiana transit systems

- Central Indiana
  - IndyGo barely avoided major service cuts last 2 years
- NW Indiana
  - Regional Bus Authority operations ceasing
- Statewide
  - Local funding options limited





# How is transit funded in Indiana?

- Fares: 15%
- *Local assistance (property taxes, general taxes) : 36%*
- Federal assistance: 26%
- State assistance: 22%

# Peer cities outpacing Indianapolis

|                                    | Indianapolis   | Columbus, OH   | Charlotte, NC                       |
|------------------------------------|----------------|----------------|-------------------------------------|
| <b>Population (urban area)</b>     | 1,218,919      | 1,133,193      | 758,927                             |
| <b>Square miles served</b>         | 373            | 325            | 445                                 |
| <b>2012 Operating Budget</b>       | \$56.9 million | \$98.9 million | \$75.7 million<br>(bus system only) |
| <b>Vehicles in service (peak)*</b> | 132            | 241            | 347                                 |
| <b>Annual passenger trips*</b>     | 8.8 million    | 17.2 million   | 20.3 million                        |
| <b>Average weekday trips*</b>      | 29,954         | 58,122         | 63,000 (bus only)                   |

*\* 2010 National Transit Database (latest operating data available)*





# Timeline

## February 2010

- CITTF regional transportation plan released

## 2010-2011

- Public input through IndyConnect partners

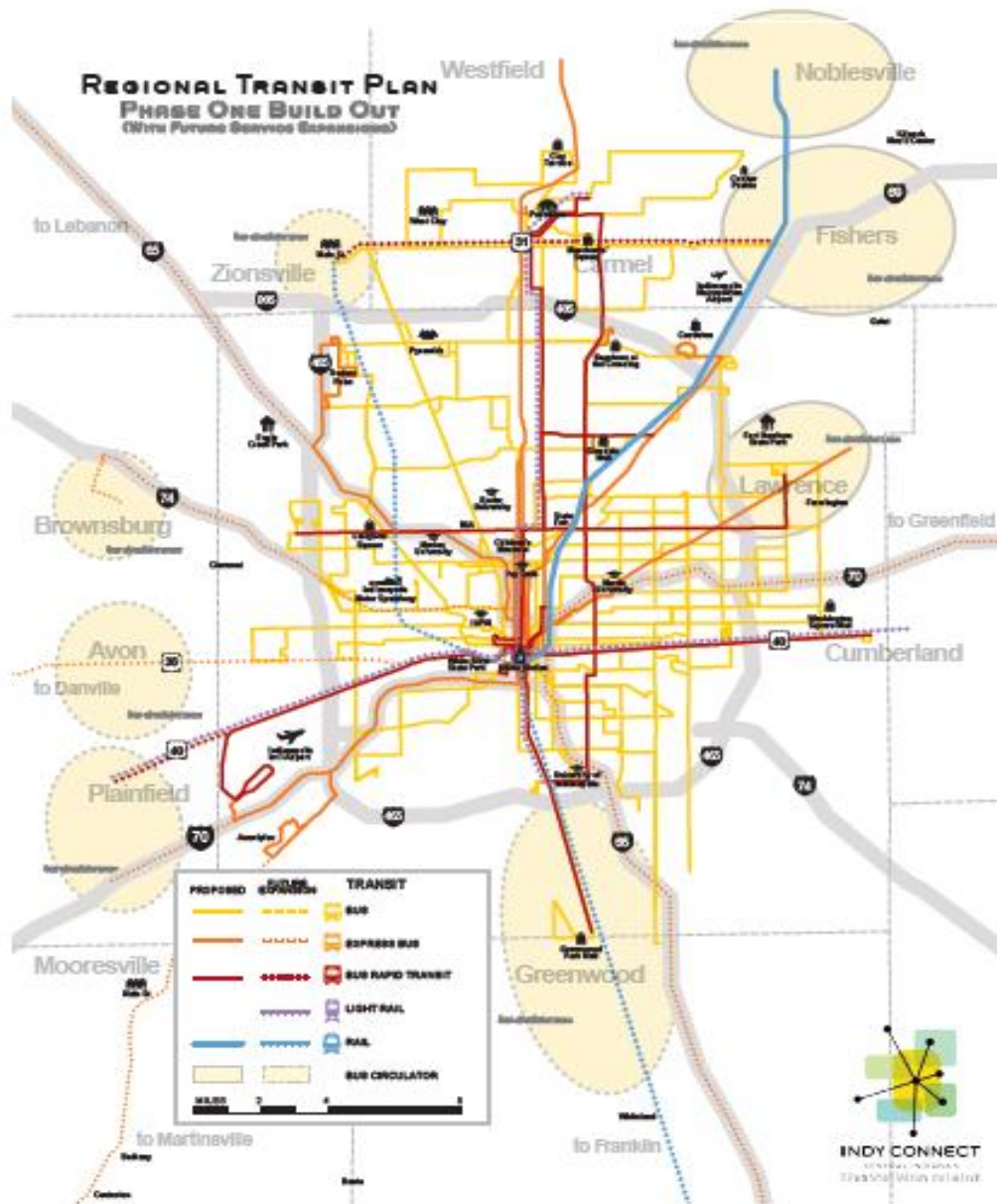
## December 2011

- Final revised regional transit plan released



# The plan

- Bus service doubled in first 10 years
- 5 express bus routes
- 4 BRT lines
- NE corridor rail service
- Light rail in future
- Bike and pedestrian trails



New Flyer diesel/electric hybrid vehicle in Eugene Oregon.  
Source: Metrolink Vehicle Technology Centre



Colorado Railcar DMU in South Florida.  
Source: Colorado Railcar



*All. Together. Now.*





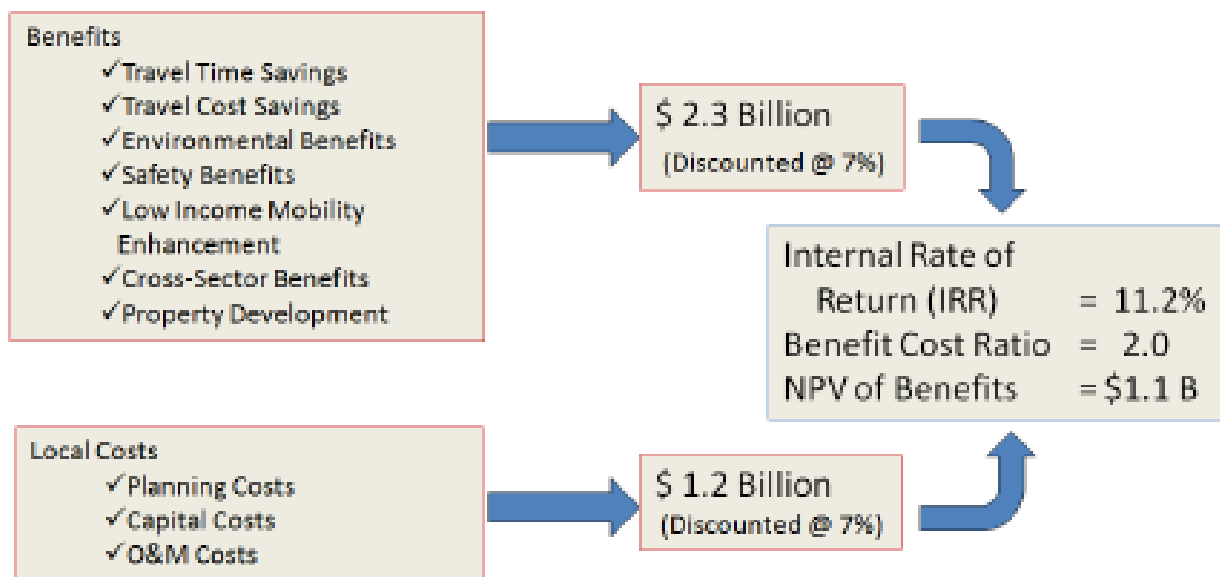
# BRT

- Dedicated lanes or mixed traffic lanes with signal priority, queue jumps
- Permanent stations
- 7.5 minute intervals – peak
- 15 minute intervals – off-peak

# Revenue and costs

- \$1.259 B capital cost (10 years)
- \$133 M annual operating cost (2021)
- \$152 M annual revenue (2021)
  - State PMTF
  - Local – property taxes, RTA tax
  - Fares

# Benefit Cost Analysis of Local Transit Investment





# Funding the plan

- Local revenue source needed: .3% (three-tenths of a percent) increase in the local option income tax in Marion and Hamilton counties
- For a family of four earning \$50,000 a year, this would cost about \$10 per month.



# In the legislature....

Indiana General assembly must authorize  
voter referendum on dedicated local tax,  
and enable RTA

2012:

- HB 1083—fell short by one vote in committee
- Caught up in other issues



2013:

- Bipartisan support
- Leadership questions
- Coalition building
- Grassroots outreach





# Who are key players?

## New faces in 2013



Sen. Luke Kenley  
(R-Noblesville)  
Senate  
Appropriations  
Chair

Rep. Ed Soliday  
(R-Valpo)  
House Roads and  
Transportation  
Chair



Sen. John Broden  
(D-South Bend)  
Ranking member:  
Senate  
Appropriations



Sen. Tom Wyss  
(R-Ft. Wayne)  
Senate Homeland  
Security,  
Transportation  
Chair



House Ways and  
Means Chair

